

ARMY AVIATION FLIGHT INFORMATION BULLETIN



TABLE OF CONTENTS

1. Forward	2
2. Who Wants to Know?	3
3. FLIP World	4
4. NOTAM Corner	5
5. FAA News	6
6. DARR Corner	8
7. Waiver Notice	8
8. Digital Corner	9
9. Copter ILS Notice	10
10. RTCA, Inc	11
11. ENAME Focus	12
12. Aerodrome Facility Directory	13

FOREWORD

The Army Aviation Flight Information Bulletin (FIB) is an official source of air operational data covering active Army, Army National Guard and Army Reserve aviation activities. The FIB is published on the U.S. Army Aeronautical Services Agency (USAASA) web site located at www.usaasa.belvoir.army.mil. The FIB is also available on the Army Knowledge Online (AKO) web site. If you want to subscribe to the FIB, log in to AKO, click files, then click U.S. Army Organizations, followed by TRADOC, then USAASA and finally to public files. You will then be able to subscribe to the FIB. The FIB will be posted to your account when the next edition is released. Reproduction and distribution of the FIB is authorized. This FIB remains in effect until the next edition is published.

Installation/Garrison commanders are responsible for the submission of changes in airfield conditions, facilities, services, air navigational aids and other matters that affect operations at their air facilities by the most expeditious means to:

- (1) Commander, USAASA, ATTN: ATAS-AI, 9325 Gunston Road, Suite N319, Fort Belvoir, VA 22060-5582.
- (2) For units in Europe, Africa and the Middle East contact: Commander, U.S. Army Aeronautical Services Detachment –Europe (USAASD-E), ATTN: ATAS-AD, Unit 29243, APO AE 09102.
- (3) For units in Korea contact: Commander, Eighth U.S. Army, ATTN: EAGC-EA-ATC, Unit 15236, APO AP 96205.

USAASA Contact Information:

- (1) Aeronautical Information Division: (703) 806-4872/ DSN 656-4872.
- (2) Airspace Support Division: (703) 806-4866/4865/ DSN 656-4866/4865.
- (3) Message address: AEROSVCSSECYUC@KSHCHL02.belvoir.army.mil.
- (4) FLIP distribution and Army FLIP account manager DSN 656-4870/ (703) 806-4870.
- (5) FLIP changes to aeronautical information DSN 656-4871/ (703) 806-4871.
- (6) Army Air Traffic Control (ATC) and airspace matters DSN 656-4864/4863/ (703) 806-4864/4863.
- (7) For Europe, Africa, and the Middle East DSN 314-373-8079 - commercial 011-49-6221-17-8079/6426.
- (8) For Eighth U.S. Army (Korea) DSN 315 723-4249 - commercial 011-82-7913-4249.

Your ideas on how we can improve the FIB are welcome. Special FIBs will be published as needed. Information submitted for inclusion in the next bulletin must be received NLT 30 days preceding the start of the quarter. If you have information to submit, contact DSN 656-4868.

WHO WANTS TO KNOW?

Each edition of the FIB contains selected questions received from the field. USAASA welcomes your questions and comments and will provide answers each quarter.

Question: What is the difference between VFR over the top and VFR on top?

Answer: VFR “over the top” means the entire flight is VFR. VFR over the top allows a pilot to fly over the top of a cloud layer while maintaining visual reference to the clouds instead of the earth’s surface. VFR “on top” is an IFR situation where it is necessary to climb up through a cloud deck to get to VFR conditions and/or descend through a cloud deck to get back down to land. The second requires an IFR clearance while the first does not.

REF: The Aeronautical Information Manual (AIM) Pilot/Controller Glossary

VFR-on-top. ATC authorization for an IFR aircraft to operate in VFR conditions at any appropriate VFR altitude (as specified in 14 CFR and as restricted by ATC). A pilot receiving this authorization must comply with the VFR visibility, distance from cloud criteria and the minimum IFR altitudes specified in 14 CFR Part 91. The use of this term does not relieve controllers of their responsibility to separate aircraft in Class B and Class C airspace or TRSAs as required by FAAO 7110.65.

AR 95-1 States

Over-the-top flights. Aircraft will not be flown above a cloud or fog layer under VFR for more than 30 minutes unless—

- The aircraft is equipped for IMC flight per table 5-2 and not restricted from IMC flight.
- All instrument flight rules and requirements can be met for the remaining flight.

Question: Are Army aviators authorized to perform Instrument Approach Procedures (IAPs) contained in US Government (USG) FLIP without restriction? I am specifically referring to US Terminal Procedures published by the Department of Transportation (DOT) (FAA). Are all IFR approaches in DOD IAPs also located in the USG FLIP? If so, can we use the USG Terminal Procedures in place of the DOD FLIP? What are the differences between DOD IAPs and USG IAPs? We currently receive USG and DOD IAPs and I would like minimize the number of FLIPs to keep on hand.

Answer: Yes, both the NGA charts and the FAA NACO charts are approved DOD/US Government FLIPs and you can fly any procedure in either set. The FAA NACO charts may contain more civil procedures than the NGA charts. Generally only one of each type procedure is included in the NGA charts. NGA wouldn't normally include multiple ILS procedures to the same airfield; they'd just pick one and include it. You should consider your mission needs when determining which FLIP to use. You can pick or choose depending on where you are flying. All DOD approaches are now included in the NACO publications. If there is a procedure that is not in either of those two sets of charts then it is a non-DOD/US Government procedure and must have a USAASA approval before it can be authorized for use.

Question: Are military pilots required to provide their names to the FAA when filing a flight plan?

Answer: No. Military pilots are only required to provide the location of their appropriate Base Operations which would then be filed in the remarks portion of the flight plan.

E6-B “WIZ WHEEL” Quick tip

How do you determine time outbound in holding to ensure inbound time of one minute?

Situation: You're in a holding pattern and your outbound time of 1 minute results in a time inbound of 26 seconds. You want to know the number of minutes/seconds needed to fly outbound to achieve an inbound time of 1 minute.

Take your E6-B “Whiz Wheel” and align the number 26 on the inner scale with the number 60 on the outer scale. The number aligned with the speed index is the number of seconds you must fly outbound to achieve an inbound time of 1 minute. In this situation, you need to fly outbound for 139 seconds (2 minutes and 19 seconds).

FLIP WORLD

The DOD Foreign Clearance Guide (FCG) Classified Supplement is no longer available in printed format and is only available electronically. Contact the FCG Office at 703-614-0130 for instructions on obtaining this information or log onto the following site and follow the directions posted at WWW.FCG.PENTAGON.SMIL.MIL. **Note: This is a SIPRNET address and can only be accessed on a SIPRNET terminal.**

NOTAM CORNER

The Defense Internet NOTAMS Service (DINS) office is currently upgrading the Create, Cancel and Replace system used to input NOTAMS into the system. One of the upgrades will be merging the safety and local NOTAMS functions into one format. Features will also be added making it easier to retrieve and change existing NOTAMS.

When submitting NOTAMS on DINS, use only approved abbreviations. In the past, unapproved abbreviations caused confusion or misinterpretation of the NOTAM. Approved abbreviations/code can be found in the Flight Information Handbook (FIH), Section F.

The updated AR 95-10, Department of Defense Notice to Airmen (NOTAM) System, dated 1 Aug 2004, has been published. Please review this updated regulation to ensure you are using the latest guidelines for NOTAM submission.

If you have questions, please contact the Army NOTAM coordinator, SFC Mechels, at COMM (703)904-5205 or DSN 994-4205.

Digital Aeronautical Flight Information File (DAFIF) notices can now be accessed through Defense Internet NOTAM Service (DINS) at <https://www.notams.jcs.mil/>. DAFIF production is based on the ICAO Aeronautical Information Regulation and Control (AIRAC) cycle of every 28 days. Use of this product outside of the 28 day window for which it is effective is not authorized and may result in ATC violations, airspace/procedure violations and could impact safety of flight. Users are reminded to consult NOTAMS for the latest information.

FAA News

U.S. Domestic Reduced Vertical Separation Minimum (DRVSM)

The DRVSM program objective is to implement RVSM between flight level (FL) 290-410 (inclusive) in the airspace of the lower 48 states of the United States, Alaska, Gulf of Mexico and Atlantic High Offshore Airspace (including Houston and Miami Oceanic airspace) and the San Juan FIR.

- The RVSM program enables vertical separation to be reduced between FL 290-410 (inclusive) from 2,000 ft. to 1,000 ft for aircraft that are RVSM compliant. RVSM was first implemented in North Atlantic Airspace in 1997. It is now implemented in European, Pacific Ocean and Australian airspace.
- Implementation date/time was January 20, 2005 at 0901 UTC.
- Canada implemented RVSM in its Northern Domestic Airspace in April 2002 and began expanding RVSM into Canadian Southern Domestic Airspace in January 2005. Mexico implemented RVSM on the same date and time as the U.S.
- The goal of DRVSM is to provide user and provider benefits in domestic U.S. operations that have been enjoyed since 1997 in other world airspace. RVSM makes six additional flight levels, for a total of 13, available for operations between FL 290-410 as compared to the Conventional Vertical Separation Minimum system (CVSM) where there are only 7 levels. DRVSM is expected to enhance aircraft operating efficiency by making more fuel/time efficient flight levels available; enhance air traffic control flexibility and provide the potential for enhanced enroute airspace capacity

RVSM ALTITUDES	CVSM ALTITUDES
410	410
400	
390	390
380	
370	370
360	
350	350
340	
330	330
320	
310	310
300	
290	290
	1000
FL 290-410 1,000 ft. Separation Minimum	

The DRVSM Program is an element of the National Airspace System (NAS) Operational Evolution Plan (OEP) designed to improve the utilization of U.S. airspace in a safe and cost effective manner. Experience gained through simulations favored full DRVSM implementation (FL 290 – FL 410) vice a phased approach (ex. FL 350 – FL390). Full implementation allowed more controller flexibility in handling air traffic and will reduce the risk of controller error. Full DRVSM implementation, FL 290 – FL 410, adds six additional altitudes to those available under previous CVSM. Users can anticipate fuel savings, potential decrease of departure delays, improved access to desired flight levels and more flexibility in receiving clearance for weather deviations and reduced impact of adverse weather by permitting aircraft deviations to other airways without loss of efficiency. The ATC system will experience overall increased efficiency, decreased workload (less vectoring), increased flexibility, reduction in conflict points, increased sector throughput and enhanced capacity. These benefits have already been noted in those oceanic areas where RVSM has become operational.

A Memorandum of Understanding (MOU) between the FAA and DOD was signed in Dec 2001. The purpose of the MOU was to establish policy, assign responsibilities and provide a FAA/DOD framework for the efficient use of DRVSM airspace while meeting the requirements for operational and cooperative training missions of national security. Accordingly, the FAA will accommodate non-compliant U.S. military aircraft operations within RVSM airspace, considering the national security and defense responsibilities given to military authorities. “Accommodation” is defined as allowing military aircraft to flight plan and fly within exclusionary DRVSM airspace without regard to equipage, to the extent practicable based upon existing traffic and safety.

Where non-RVSM aircraft regularly conduct operations above FL290, the unit, local ATC and Air Route Traffic Control Centers (ARTCCs) facilities will develop procedures to cover those flight operations. Military flights may file flight plans and depart without a conditional approval. However, clearance into RVSM airspace will be based on existing traffic and safety considerations. *(Note: Factors such as weather, traffic saturation and controller workload may affect these considerations and may not always lead to flight as exactly filed. In those cases where aircrews cannot accept any changes to flight plans advance coordination will be necessary to ensure conditional approval and accommodation.)* Individual non-RVSM or formation flights requiring access to RVSM airspace involving one or multiple ARTCCs and/or flights that require special handling or will be fuel critical to reach final destination should coordinate for assistance and conditional approval. Requests for assistance and conditional approval should be accomplished prior to the operator filing a flight plan and must be submitted 1-4 hours in advance. Coordination may also occur after the flight plan is filed or while airborne. Specific procedures for coordination and conditional approval are currently being developed and will be published as an FAA Notice. Further information will be forthcoming and published in DOD FLIP GP and AP/1. **Complete DVRSM slides and information are available on the DINS NOTAM page <https://www.notams.jcs.mil/>.**

DARR CORNER

Army operations increasingly require the integration of Unmanned Aerial Vehicles (UAV) into the tactical plan. As the number, scale and complexity of these operations continue to expand, it is essential that the participants understand the regulatory environment and the potential constraints on operations. The Federal Aviation Administration (FAA) retains authority for promulgating rules concerning operations within the National Airspace System (NAS). The FAA considers UAVs to be Remotely Operated Aircraft (ROA) and regulates their operation by means of FAA Order 7610.4, chapter 12, section 9, provided below and can be found online: <http://www.faa.gov/ATPubs/MIL/INDEX.htm>. Contact your regional DARR for additional information.

12-9-1. OPERATION

a. ROA Operations should normally be conducted in the following areas:

1. Within Restricted Areas.
2. Within Warning Areas.

b. For those operations that cannot be contained wholly within Restricted Areas or Warning Areas, the ROA operations shall be conducted in accordance with procedures outlined in paragraph 12-9-2, Procedures.

(NOTE: Procedures for non joint-use DOD airfield operations will be as specified by DOD).

12-9-2. PROCEDURES

ROA's operating outside Restricted Areas and Warning Areas shall comply with the following:

a. At least 60 days prior to the proposed commencement of ROA operations, the proponent shall submit an application for a Certificate of Authorization (COA) to the regional DARR who will then forward the request to the Air Traffic Division of the appropriate FAA regional office. COA guidance can be found in FAA Handbook 7210.3, Facility Operation and Administration, Part 6, Chapter 18, Waivers, Authorizations, Exemptions and Flight Restrictions. The following documentation should be included in the request:

(NOTE: *In the event of real-time, short notice, contingency operations, this lead time may be reduced to the absolute minimum necessary to safely accomplish the mission*).

1. Detailed description of the intended flight operation including the classification of the airspace to be utilized.
2. ROA physical characteristics.
3. Flight performance characteristics.
4. Method of pilotage and proposed method to avoid other traffic.

(NOTE: *Approvals for ROA operations should require the proponent to provide the ROA with a method that provides an equivalent level of safety, comparable to see-and-avoid requirements for manned aircraft. Methods to consider include, but are not limited to, radar observation, forward or side looking cameras, electronic detection systems, visual observation from one or more ground sites, monitored by patrol or chase aircraft, or a combination thereof*).

5. Coordination procedures.
6. Communications procedures.
7. Route and altitude procedures.
8. Lost link/mission abort procedures.
9. A statement from the DOD proponent that the ROA is airworthy.

(NOTE: *The proponent should ensure that the ROA contains a means to safely terminate the flight, follow specified and defined procedures for mission abort or proceed in accordance with specific flight termination procedures).*

- b.** COA's shall have an effective date with a duration not to exceed 1 year unless renewed or revalidated. The COA expires on the stated termination date, unless sooner surrendered by the proponent or revoked by the issuing agency.
- c.** ROA's shall be equipped with standard aircraft anti-collision lights in accordance with criteria stipulated in 14 CFR Section 23.1401. These lights shall be operated during all phases of flight in order to enhance flight safety.
- d.** ROA's shall be equipped with an altitude encoding transponder that meets the specifications of 14 CFR Section 91.215. The transponder shall be set to operate on a code assigned by air traffic control. Unless the use of a specific, special-use code is authorized, the ROA pilot-in-command shall have the capability to reset the transponder code while the ROA is airborne. If the transponder becomes inoperative, at the discretion of the affected region or air traffic facility, the mission may be canceled and/or recalled.
- e.** Instantaneous two-way radio communication with all affected ATC facilities is required. For limited range, short duration flights, proponents may request relief from radio requirements provided a suitable means of alternate communication is available. Compliance with all ATC clearances is mandatory.
- f.** The proponent and/or their representatives shall be noted as responsible at all times for collision avoidance maneuvers with nonparticipating aircraft and the safety of persons or property on the surface.

Planning is the key to a successful ROA mission. Recent guidance from FAA headquarters requires the FAA regional headquarters to staff all COA requests thru the Systems Operation and Safety Division at the FAA headquarters in Washington D.C. This may cause additional delays in the processing of COAs. The 60 day staffing time stated in the order is flexible and presumes a properly completed application. Inform your unit mission planners of the requirements and bring your DARR into the loop as early in the planning process as possible.

WAIVER PROCESSING PROCEDURES

Waivers for noncompliance with Airfield/Heliport design standards, marking/lighting and obstructions will be processed IAW UFC 3-260-01 Airfield and Heliport Planning and Design, Attachment 2 http://65.204.17.188/report/doc_ufc.html. Waivers will be sent through command channels to MACOMs (or IMA for IMA airfields) to HQ USAASA. A safety risk assessment signed by the appropriate commander for the level of residual risk must be received by HQ USAASA before the waiver can be processed. (Examples of items needing a waiver include: any object placed within 500 ft of the runway centerline; any object penetrating the imaginary surfaces described in UFC 3-260-01; a new taxiway that does not meet the criteria stated in UFC 3-260-01, etc.)

DIGITAL CORNER

Aviation Mission Planning System (AMPS) files can be accessed through your AKO account. If you want to subscribe to AMPS, go to AKO, click files, then click U.S. Army Organizations, followed by TRADOC. Click on schools, then Aviation and finally click on Avn Msn Planning Sys. You will then be subscribed to the AMPS folder.

FalconView Frequently Asked Questions and General Information

Where can I obtain the latest version FalconView frequently asked questions (FAQ)?

The latest version of this FAQ can be obtained at <http://www.falconview.org>.

YOU SHOULD KNOW THAT

COPTER ILS Operations below 200 FT: Special aircrew and aircraft certification are required to conduct Copter ILS procedures that descend to a Decision Height (DH) of less than 200 feet. There are Copter ILS procedures published in the Instrument Approach Procedures (IAP's) in both DOD and FAA Flight Information Publications (FLIP's) with a DH of less than 200 feet (e.g. Copter ILS 007 Washington/Ronald Reagan Washington National).

The following information is published in FAA Order 8700.1

General Aviation Operations Inspector's Handbook, Order 8700.1 CHG 28 12/18/03.

CHAPTER 59. APPROVE/AUTHORIZE CATEGORY I/CATEGORY II/CATEGORY III OPERATIONS

Definitions.

1. Category A Aircraft.

A grouping of aircraft based on a speed of 1.3 times the stall speed in the landing configuration at the maximum certificated landing weight and that speed must be less than 91 knots.

2. CAT I Operations.

An instrument approach procedure that provides for approaches to a decision height (DH) above touchdown of not less than 200 feet and a visibility of not less than 1/2 mile or a runway visual range (RVR) of not less than 2400 feet (RVR 1800 feet with operative touchdown zone and runway centerline lights). This definition is for CAT I instrument landing system (ILS) operations only and does not include CAT I operations as defined in FAA Order 8400.10, Air Transportation Operations Inspector's Handbook.

3. Copter ILS Approach Approval.

Authorizations issued after a successful demonstration of this capability provides the holder the authority to descend to a DH of less than 200 feet with less than 1800 feet visibility, while conducting a Copter ILS approach CAT II ILS procedure. Operations of this type are currently considered only in the case of Copter ILS approaches as described in paragraph 4a.

4. Lower than standard CAT I Minimums and Copter ILS Approaches on 14 CFR Part 97 Copter ILS and Cat II ILS procedures. The DH and RVR for an aircraft on an ILS approach is specified on the part 97 or DOD standard instrument approach procedure chart. The DH for a CAT I ILS approach is 200 feet or more above the touchdown zone and RVR is 1800 feet or better. The FAA determined that altitude and visibility values could be lowered based upon the demonstrated skill of the flightcrew and the performance of the aircraft and ground based navigation equipment. The FAA has authorized certain operators to use lower than normal CAT I ILS minimums at specified airports after demonstrating the ability to conduct safe instrument approaches.

a. Copter ILS approval will permit operators to fly to minima no lower than 100 feet height above touchdown and/or to visibilities no lower than 1200 feet RVR on published 14 CFR 97 Copter ILS and CAT II ILS procedures. For Copter ILS approach authorizations, apply the following to the existing guidance in this chapter for Special Category I approval.

b. Title 14 CFR part 97 and those incorporated by reference FAA Order 8260.3, United States Standard for Terminal Instrument Procedures (TERPS), as amended, provide the standards for development of Copter ILS approaches to minima below 200 feet HAT and 1800 RVR. In addition, part 97 CAT II ILS approach procedures provide the ground facility, signal in space and air traffic infrastructure required to support Copter ILS operations, and is acceptable for Copter ILS procedures.

5. For Army helicopters the approval authority is U.S. ARMY AVIATION ENGINEERING DIRECTORATE (AED). AED will stipulate operational limitations associated with their determination.

6. Army aircrews that do not meet the requirements of AR 95-1 Table 5-3, will not descend below a decision height of 200 FT on a Copter ILS. A descent below 200FT for helicopters is authorized for a Precision Approach Radar (PAR) approach.

RTCA, Inc.

The U.S. Army Aeronautical Services Agency (USAASA) grants username and password information to Army personnel for official business purposes to access the RTCA, Inc. web site. All RTCA documents, including Minimum Operational Performance Standards (MOPS), Minimum Aviation System Performance Standards (MASPS), Minimum Interoperability Standards (MIS) and other technical documents are available for download from the web site. Obtain username and password by calling (703) 806-0686 or DSN 656-0686.

Europe, North Africa and Middle East (ENAME) FOCUS

PREPARING FOR MODE S SURVEILLANCE IN EUROPE

The following information is derived from EUROCONTROL. EUROCONTROL is currently in the final stages of implementing Mode S surveillance RADAR. Mode S represents a significant technological advancement over current analog RADAR equipment but comes with several challenges to our aircrews and ATC personnel. Current RADAR equipment responds to an interrogation in an “all call” fashion, transmitting indiscriminate reply signals to every surveillance RADAR within range of an aircraft’s transponder. Multiple transponder replies constitute a huge workload for an already overtaxed ATC system and often cause interference with each other. In addition, current aircraft transponders are limited to 4096 Mode 3A transponder codes, which have not been sufficient to satisfy the demand in Europe for several years. Mode S is a digital signal, which utilizes a 24-bit discriminator code to identify the aircraft. This system will provide several million possible transponder codes, which should satisfy the needs of air traffic for years to come. Commercial aircraft will maintain the same Mode S transponder code for the life of the aircraft, but military aircraft may change codes periodically for security reasons. The selective interrogation feature of Mode S transponders will significantly reduce ATC workload as the transponder will respond only to the RADAR that interrogated it.

Over the next several years, most Army aircraft will have their current transponders replaced with the APX-118 (rotary wing) or the APX-119 (fixed wing), mode S and mode 5 IFF transponder. These new transponders are backwards compatible with both Mode 3A codes and Mode 4 IFF. The requirement in Europe is for all military aircraft to have Mode S transponders installed not later than 31 March 2009. Currently, this requirement only applies to Germany, England, France, Switzerland and the BENNELUX countries. Many other European nations have expressed intent to join this program. Army aircrews can expect this new equipment to be accompanied by a program designed to train both aircrews and avionics maintenance personnel. The Mode S transponders will also be capable of responding to NATO standard Mode 5 interrogations. Mode S Enhanced surveillance is a future requirement that will only affect Army fixed wing aircraft in Europe. This program requires the aircraft to transmit 8 Downlink Aircraft Parameters (DAPs) such as airspeed, vertical speed, rate of turn and selected altitude as part of the Mode S signal. Mode S Enhanced becomes mandatory equipment for select fixed wing aircraft in Europe on 31 March 2009. Units that would like more information on Mode S are encouraged to visit the EUROCONTROL website at:

http://www.eurocontrol.int/mil/public/subsite_homepage/homepage.html.

Have an email address, location, or telephone number change?

Let us know at DSN 656-4868 (703) 806-4868

HEADQUARTERS
U.S. ARMY AERONAUTICAL SERVICES AGENCY, FT BELVOIR, VA
www.usaasa.belvoir.army.mil

Commander	656-4882	(703) 806-4882
Director, Policy, Plans and Programs	656-4867	(703) 806-4867
Chief, Airspace, Airfields & Aeronautical Info Div	656-4872	(703) 806-4872

DEPT OF ARMY REGIONAL REPRESENTATIVES (DARR) FAA REGIONS

Central/Great Lakes	552-7717	(816)329-3290 (F)(816)329-3287
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Eastern/New England	478-4826	(781)238-7906 (F)(781)238-7911
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Northwest Mountain	357-6129	(425)227-2952 (F)(425)227-2951
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Alaskan		(907)271-5366 (F)(907)271-2850
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Southern	797-5481/82	(404)305-6916 (404)305-6919 (404)305-6920 (F)(404)305-6926
Southwest	477-2920/21	(817)222-5921

Western-Pacific	833-1250	(F)(817)222-5968 (310)725-3909 (310)725-3908 (F)(310)536-8490
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ARMY NOTAM COORD		1-888-876-6826 (703)904-4484 (F)(703)904-4437
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ARMY FLIP MANAGER	656-4870	(703)806-4870
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US ARMY AERONAUTICAL SERVICES DETACHMENT-EUROPE

DSN 314-373-8079/6426 (F)DSN 373-8957
 COMMM Prefix 011 + (49-6221-17-8079/6426)

GERMANY

DSN Prefix – 314	COMMM DIAL FROM U.S. 011-49-plus #	
AFOD	373-6201/8595	6221-17-6201
Ansbach AHP	467-2872/2739	9802-832-872
Coleman AAF	382-5160	621-779-5160
Giebelstadt AAF	352-7454/7323	9334-87-7454/7323
	(F)352-7629	9334-87-7629
Grafenwohr AAF	475-8370/6249	9641-3281
Hanau AAF	322-7611	6183-51-611
Heidelberg AHP	373-6201	6221-17-6201
Illesheim AAF	467-4502/4832	69481-83-502/832
Wiesbaden AAF	337-5662/5115	611-705-5662/5115
Landstuhl Army Heliport	486-7800/8331	06371-86-7800/8331

JAPAN

Kastner AAF COMMM FROM U.S. 011-81-462-51-1520 EXT 263-5461/3590 (TWR)

KOREA

DSN Prefix – 315 COMMM DIAL FROM U.S. 011-82-plus #

Theater Representative
 (EUSA G3 ATS Manager)

	723-4249	2-7913-4249
(EUSA G3 Flt Ops NCOIC)		
	723-4992	2-7913-4992
	(F)723-5666	2-7913-5666
A-306 Page AAF	721-5075/5076	33-259-5075/5076
A-511 Desiderio AAF	753-7555/7742	31-690-7555/7742
H-112 Stanton AHP	734-5762/5256	31-940-5762/5256
H-207 Cochran AHP	732-5524	31-870-5524
H-208 Yongsan AHP	736-4711/4714	2-7916-4711/4714
H-401 Camp Eagle AHP	721-2299/2302	31-738-2299/2302
H-805 Walker AHP	764-4309/4072	53-470-4309/4072

KWAJALEIN

	CONUS	OCONUS
Bucholz AAF	254-2140/2101	480-2140/2101
Dyess AAF	(805) 355-2140/2101(F) 4554	

ALABAMA

Birmingham Muni (NG)	363-7493	(205)808-3300/3307
Cairns AAF (A)	558-8361/8433	(334)255-8433
Dannelly Field (NG)	363-7634	(334)280-4840/4849
Hanchey AHP (A)	558-5064	(334)255-5064

Lowe AHP (A)	558-4024/4033	(334)255-4030
Mobile Regional (NG)		(334)634-8773/74
Redstone AAF (A)	746-1916/4310	(256)876-1916/4310
Troy Muni (A)	255-9742	(334)566-2413

ALASKA

Allen AAF	317-873-4171	(907)353-7212/7094
Bethel (NG)		(907)543-2225/2863
Bryant AHP (NG)	317-384-4333/4336	(907)428-6309
Juneau Int'l (NG)		(907)789-3366/9643
Nome (NG)		(907)443-2831
Wainwright AAF	317-353-6514/6282	(907)353-6514/6282

ARIZONA

Castle Dome AHP	899-2014/2241	(602)328-2014
McDonnell Douglas (A)	474-3506	(602)891-3506
Laguna AAF	899-2014/2241	(602)328-2014
Libby AAF	879-2860/2862	(520)583-2860 /2862
Papago AAF (NG)	853-2796	(602)267-2796
Silver Bell AHP (NG)	853-5631	(520)616-5631

ARKANSAS

Robinson AAF (NG)	962-5666/5667	(501)217-5666/5667
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CALIFORNIA

Amedee AAF	855-4110/4147	(530)827-4147
Barstow-Daggett	470-3085/2905	(760)254-2542
Bicycle Lake AAF	470-4320/6369	(760)380-4320/6369
Camp Parks AHP (AR)		(925)875-4301
Fresno AVCRAD (NG)	949-9308	(559)347-5540
Los Alamitos AAF (NG)	972-2571/61	(562)795-2561/71
AASF # 1 (NG)	972-1103	(562)795-1103
ASF 28 (AR)	972-2232/2230	(562)795-2232/2230
Mather Airfield (NG)	466-3925	(916)843-3925
NAS North Island (NG)	735-0101	(619)545-0101
Oakland AHP	859-3131	(510)466-3131
O'Sullivan AHP (NG)	630-6510	(805)549-6510/12
Roberts AAF (NG)	949-8206/8181	(805)238-8206/8181
Stockton Met (NG)	466-5319	(209)983-5319
Tusi AHP	686-2403	(831)386-2403

COLORADO

Buckley AFB (NG)	847-8448	(720)847-8448
(A)	847-8449	(720)847-8449
Butts AAF	691-3935	(719)526-3936
Eagle (NG)		(970)524-7702
Peterson AFB (AR)	834-7638	

CONNECTICUT

Bradley Intl (NG)	636-7075	(860)386-4075
Groton/New London(NG)	636-7925	(203)441-2900

DELAWARE

New Castle Arpt (NG)	440-7205	(302)326-7205
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DISTRICT OF COLUMBIA

Walter Reed Forrest Glen AHP	291-3420/3401
Walter Reed Interim Pad	291-1141/2309

FLORIDA

Camp Blanding AAF	960-3351/3100	(904)533-3504
Craig Muni (NG)	860-7636	(904)641-6003
Brooksville (NG)	860-7739	(352)797-5814
MacDill AFB	968-2808/2908	(813)830-2808
North Perry		(305)966-5005/5777
Patrick AFB (A)	854-5456	(407)494-5456

GEORGIA

Fulton Co Brown (A)	572-4271	(770)691-2500
Dobbins ARB (AR)	625-5284	(678)655-5644
(NG)	625-5287	(678)655-5287
Ft. Gillem Heliport	572-4271/2404	
Ft. Gordon Barton	780-7134/7119	(404)798-8277/8278
Hunter AAF (A)	971-5110/5531	(912)352-5110/5531
(NG)	971-5787/5532	(912)352-5787/5532
Lawson AAF	835-3524/2471	(706)545-2857
Winder (NG)	338-6180	(404)656-6019/6620
Wright AAF	870-2133/3610	(912)767-3610

HAWAII			Greely AHP	992-2679	(732)532-2679
Bradshaw AAF		(808)433-1810	Lakehurst NAES (A)	624-2115/2114	(732)323-2115/2114
Wheeler AAF	456-1282	(808)656-1282/1007	McGuire AFB (A)	944-6377/5287	(609)562-6377/5287
Hickam AFB (A)	449-1004/448-3392	(808)449-1004/448-3392	Mercer Co (NG)	445-9261	(609)530-4258
IDAHO			Picatinny Arsnl (NG)	880-4580	(973)724-4580
Boise Air (NG)	941-5272	(208)389-5272	NEW MEXICO		
ILLINOIS			Condron AAF	349-1315	(505)679-1315
Melvin C. Price SP Ctr	892-4580/1	(618)452-4580	Holloman AFB (A)	349-1315	(505)679-1315
Chicago (NG)		(708)824-5418/5440	Santa Fe Muni (NG)	867-8125	(505)471-7030/7170
Decatur (NG)	555-3618	(217)422-3687	Stallion AAF	349-1315	(505)679-1315
Greater Peoria (NG)	555-3000	(309)697-7900	NEW YORK		
INDIANA			Albany County (NG)	489-4385	(518)786-4391
Shelbyville (NG)	366-2210	(317)392-8200	Long Island		
IOWA			MacArthur (NG)	489-1118/1119	(631)588-2552
Boone Muni (NG)	431-4388		Rochester/Monroe		
Davenport Muni (NG)	793-4733	(319)391-3635	Co Apt (NG)	343-5400	(716)783-5400
Waterloo (NG)	431-4388		Stewart (A)		(914)567-1088
KANSAS			Wheeler-Sack AAF	341-5681/5682	(315)772-5681/2
Forbes Fld (NG)	720-8727	(913)274-1725	NORTH CAROLINA		
Marshall AAF	856-2530	(785)239-2530	Mackall AAF	236-6230	(910)396-6230
Olathe AHP (AR)	552-7670	(913)782-1077	Raleigh-Durham (NG)	582-9181	(919)664-6181
Salina Muni (NG)	720-8056	(913)827-9025	Rowan Co (NG)	583-9192	(704)359-5813
Sherman AAF	552-6041/6051	(913)684-6041/6051	Simmons AAF	236-7804/9387	(910)396-7804/9387
KENTUCKY			NORTH DAKOTA		
Campbell AAF	635-7146/7	(270)798-7146/7	Bismarck Muni (NG)	344-5160	(701)224-5160
Capital City (NG)		(502)564-3714/5400	Camp Grafton (NG)	344-5226/5160	(701)662-0200
Godman AAF (A)	464-5545/6047	(502)624-5545/6047	OHIO		
(AR)	464-4877	(502)624-4677/5227	Akron-Canton Rgnl(NG)	346-6105/02	(614)336-6105/02
LOUISIANA			Rickenbacker (NG)	346-6411	(614)336-6411
Esler regional (NG)		(318)767-2546	OKLAHOMA		
Lakefront (NG)	485-8365/6	(504)241-2374	Henry Post AAF	639-5808/6160	(580)442-5808/6160
Polk AAF (A)	863-7328/4831	(318)531-4831/7328	Muldrow AHP (NG)	628-8101	(405)217-8180
MAINE			Tulsa Int'l (NG)		(918)832-6513/15/16
Bangor (NG)	881-3450	(207)735-1100	OREGON		
MARYLAND			McNary Field (NG)	355-3301	(503)584-3930
Andrews AFB (A)	857-5040	(240)857-5040	Pendleton (NG)		(541)276-4544
Phillips AAF	298-3483/4902	(410)278-4902	PENNSYLVANIA		
Ritchie AHP(A)	277-5626	(301)878-5626	Betts Helipad (A)	795-7270	(717)894-7270
Washington Co Reg (AR)	988-1300	(301)797-8601	Carlisle Bks AHP		(717)245-3305
Weide AHP(NG)	584-3536/3385	(410)436-3536	Letterkenney AD AHP	570-8788	(717)267-8882
MASSACHUSETTS			Muir AAF(NG)	491-8963	(717)861-8963
Otis ANGB (NG)	557-5850	(617)968-5850	Johnstown-Cam Co (NG)		(814)532-7714
Westfield/Barnes Muni (NG)	698-1810	(413)568-9151ext 1810	Willow Grove (AR)	991-1594	(215)443-1594
(F)698-1806		(F) (413) 568-1806	PUERTO RICO		
MICHIGAN			Isla Grande San Juan (NG)		(787)722-3916
Abrams Muni (NG)	623-0671/2/3	(517)483-5671/2/3	RHODE ISLAND		
Grayling AAF (NG)	623-4300/4308	(989)348-4038	Quonset State (NG)	557-3416/3400	(401)621-5416/5400
MINNESOTA			SOUTH CAROLINA		
Ray S. Miller AAF (NG)	871-7258	(320)632-7258	Columbia Metro (OSACOMM)		(803)822-4135
St Paul Downtown (NG)		(651)281-3458/59	McEntire ANGB (NG)	583-1810	(803)806-1810
MISSISSIPPI			Rapid City Reg (NG)	747-8371	(605)399-6371
Tupelo Rgnl (NG)	293-3400	(601)891-4400	TENNESSEE		
Gulfport Muni (NG)	363-8901	(228)214-6901	McGhee Tyson (NG)	266-4601	(865)985-4601
Hagler AAF (NG)	921-2123	(601)558-2123	Sabre AHP	635-6115	(502)798-6115
Jackson (NG)	293-2102	(601)313-2102	Smyrna Arpt (NG)	760-3614	(615)271-3611
Key Field (NG)	293-3165	(601)553-3165	TEXAS		
MISSOURI			Austin-Bergstrom (NG)		(512)782-3159
Waynesville Rgnl(A)	581-0165	(573)596-0165	Biggs AAF	978-8088/8097	(915)568-8088/8097
Jefferson City (NG)	555-9786	(573)526-9786	Camp Bullis (NG)	421-7510	(210)295-7510
Springfield Rgnl(NG)	555-9820 ext 227	(800)417-9026	Charles L. Kelly (NG)	471-3026	(210)221-3026
St Louis Area Support			Conroe Montgomery Co		(409)525-3335
Center AHP	892-4580/81	(618)452-4580/81	Corpus Christi (A)	861-2432	(512)939-2432
Whiteman AFB (NG)	975-5768/5771	816)687-5768/5771	(AR)		(512)854-4232
MONTANA			Ellington ANGB (NG)	954-2332	(281)484-6551
Helena (NG)	324-3055/56	(406)324-3055/56	SWAPS	800-426-5237	(254)287-7585
NEBRASKA			Hood AAF		(512)465-5167
H.J.Paul AHP (NG)	720-1209	(402)471-7452	Mabry AHP (NG)	954-5167	(512)421-1701
Lincoln Muni (NG)	946-7452		Martindale AHP (NG)	954-1721	(512)782-6475
NEVADA			Redmon Taylor AHP (NG)	954-6475	(214)334-2911
Reno/Stead (NG)	530-2748/49	(775)972-2748/49	Red River AHP	829-2911	(254)288-9200
NEW HAMPSHIRE			Robert Gray AAF	738-9200/9209	(512)465-5088
Concord Muni (NG)	684-9292	(603)225-1234	Robert Mueller (NG)	954-5088	
NEW JERSEY			UTAH		
Charles Wood AHP	992-2679	(732)532-2679	Michael AAF	789-5322	(435)831-5322
			West Jordan (NG)	766-3567	(801)816-3567

VERMONT			WEST VIRGINIA		
Burlington Intl (NG)	636-3400	(802)862-6964	Clarksburg (NG)	623-6028	(304)842-8870
VIRGINIA			Dawson AAF (NG)	366-9376	(304)329-3350
A.P. Hill AAF	578-8224/8374	(804)633-8224/8374	Wood County (NG)	366-9264	(304)464-4383
Blackstone AAF (NG)	438-2193/2116	(804)292-2193/2116	WISCONSIN		
Byrd Intl (NG)	864-7305/7000	(804)236-7305/7304	Madison-Truax (NG)	724-3910	(608)242-3910
Davison AAF (A)	656-7224	(703)806-7224	Sparta/Ft McCoy (AR)	280-4207/4232	(608)388-4232
(NG)	656-7092	(703)806-7092	West Bend Muni (NG)	724-3147	(414)334-9154
Felker AAF	826-3588/2584	(757)878-3588/2584	WYOMING		
Fort Lee AHP	687-6421	(804)734-6421	Cheyenne Muni (NG)	388-5997	(307)772-5997
Langley AFB (A)	574-2149	(804)764-2149	Guernsey (NG)	344-7825	(307)836-7825
Pentagon AHP	225-9250/4374	(703)695-4374	location, or telephone number change?		
Spier Helipad	438-7164	(757)422-7164	Let us know at DSN 656-4868 (703)806-4868		
WASHINGTON			CURRENT AS OF: 01 April 2005		
Gray AAF (A)	357-6628/5998	(253)967-6628			
AASF Lewis (NG)	323-3800	(253)912-3800			
ASF#1 (AR)	357-3036	(253)967-3083			
Spokane Intl (NG)	820-7507	(509)458-5513			
Vagabond AAF(A)	638-3431/3367	(509)577-3204			

By Order of the Secretary of the Army:

Official:

A handwritten signature in black ink that reads "Sandra R. Riley". The signature is written in a cursive, flowing style.

SANDRA R. RILEY

*Administrative Assistant to the
Secretary of the Army*

0508802

PETER J. SCHOOMAKER
General, United States Army
Chief of Staff